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MAP RESEARCH BULLETIN

No. 13

March 1950

DOCUMENT NO. 1
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CLASS. CHANGED TO: TS S C
NEXT REVIEW DATE:
AUTH: HR 70-2
DATE: 4/9/91 REVIEWER: 372044

CENTRAL INTELLIGENCE AGENCY

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Approved For Release 2000/04/17 : CIA-RDP79-01005A000100150001-8

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MR-13

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Note: This Bulletin has not been coordinated with the intelligence organizations of the Departments of State, Army, Navy, and the Air Force.

I. MAPS AND MAPPING AGENCIES OF MEXICO

The official mapping program of Mexico has been particularly active during the last few years. New map series for the entire country are in preparation and a new agency--the Comité Coordinador del Levantamiento de la Carta de la República--was established in 1945 to coordinate the work of Mexican map publishers. All of the major map publishers, both official and private, are represented on the board of directors of the Comité Coordinador, and all contribute to the programs sponsored by it. A survey of the maps and mapping agencies of Mexico was made by a United States geographic attaché during the early part of 1948. The official reports submitted by him form the basis for this report.

1. Major Mapping Programs.

The Mexican mapping program provides for the preparation of two new map series of the country, both of which are now in process of compilation. A map at the scale of 1:500,000 is being compiled by the Comité Coordinador del Levantamiento de la Carta de la República. The second series, at 1:100,000, is being prepared by the Servicio de Geográfico del Ejército.

The Comité Coordinador is compiling the map series at 1:500,000 from aerial photographs, triangulation, levelling, astronomic observations, and topographic surveys that are, being provided by the Dirección de Geografía y Meteorologia, the Secretaría de Recursos Hidráulicos, the Secretaría de Comunicaciones y Obras Públicas, the Servicio Geográfico del Ejército, and other agencies. On the 1:500,000 series, relief will be represented by contours, and cultural data shown will be up to date. No sheets of this series have been published as yet.

The Servicio Geográfico del Ejército is preparing a map series at 1:100,000 from field topographic surveys, aerial and

terrestial photogrammetry, and adequate ground control. Several sheets for the zone between 18°N and 22°N have been drafted and are being field checked before printing.

2. Earlier Map Sets.

Before the initiation of the new mapping program Mexico had been completely mapped at 1:500,000 by the Dirección de Geografía y Meteorología and its predecessors. The 51-sheet map was started in 1923, and sheets were published periodically until 1943. Relief is shown by shading on all except the Puebla sheet, on which contours are given. Hydrography and place locations on some of the sheets were checked in the field and found to be reasonably accurate for the scale of the map. Many of the sheets, however, are out of date.

Two United States mapping agencies have made maps at 1:1,000,000 that cover Mexico. The American Geographical Society published a map series of Mexico as a part of the Map of Hispanic America, and the US Air Force, Aeronautical Chart Service, covered Mexico on the World Aeronautical Charts.

The World Aeronautical Charts are currently being used in the compilation of a new map series at 1:1,000,000 by the Instituto Geográfico of the Universidad Nacional Autónoma de México. No aeronautical charts have been produced in Mexico since 1933, when the Departamento de Aeronáutica Civil issued approximately 30 flight strips at 1:500,000. The availability of the charts produced by the US Air Force has reduced the urgency for revision of the Mexican-made flight strips. Plans of the 534 existing landing fields of Mexico are being prepared by the Departamento de Aeronáutica Civil and the Servicio Geográfico del Ejército. Only 150 plans had been drafted by mid-1948, but data are now available for a total of about 500.

Between 1888 and 1909, the Comisión Geográfica Exploradore, a predecessor of the Dirección de Geografía y Meteorología,

mapped 21 percent of the area of Mexico at 1:100,000. These sheets are of fair quality, but the cultural information is now far out of date.

State maps at 1:500,000 that have been produced by the Dirección de Geografía y Meteorología cover much of Mexico, but they vary in quality. The maps of Nuevo León, Tamaulipas, Durango, San Luis Potosí, Quintana Roo, Sonora, and Chiapas, which were produced between 1906 and 1941, are not as good in quality as the more recent maps of Zacatecas and Jalisco.

State maps at 1:200,000 have also been produced by the Dirección de Geografía y Meteorología, but they cover only a small part of Mexico. For the Carta Geográfica del Estado de Yucatán, 1944, which is one of the best of the 1:200,000 maps, data were taken from adequately controlled aerial photography The Carta General Del Estado de Tabasco, 1946, is based on second-order triangulation, astronomic positions, and vertical aerial photographs taken in 1944 and 1945. The Carta Geográfica del Estado de México, 1946, and the Carta Geográfica del Estado de Hidalgo, no date, are both based on geodetic control.

A map at 1:400,000 of the state of Veracruz was first issued in 1908 and revised in 1941. Among the other state maps of the Dirección de Geografía y Meteorología are a map of Guanajuato at 1:700,000 issued in 1922, a map of Chihuahua at 1:1,400,000, and a single-sheet map of Baja California issued in 1936. A map of the state of Morelos at 1:50,000 is now in preparation by the Dirección de Geografía y Meteorología.

3. Speciality Maps.

a. Physical Maps other than Topographic Series.

The Carta Orohidrográfica de la República Mexicana at 1:8,360,000, published in 1945 by the Dirección de Geografía y Meteorología, is one of the few maps of the country published in

Mexico that was designed especially to show terrain. The following year, the same agency issued the Carta General de la República de México at 1:2,000,000, which has a shaded relief base but is cluttered with cultural information. The "Atlas Geográfico de los Estados Unidos Mexicanos," 1943, includes state maps with shaded relief bases.

Among the other physical maps of Mexico are: (1) Carta de Cuencas de la República de México at 1:2,000,500, published by the Dirección de Geografía y Meteorología in 1935; (2) a two-sheet map, Carta Hidrológica de la República Mexicana at 1:2,000,000, undated, but issued more recently; (3) Carta de Cuencas de la República Mexicana at 1:2,000,000, published in 1945 by the Instituto Panamericano de Geografía e Historia; and (4) a base map at 1:2,000,000, published in 1947 by the Instituto Geográfico, which shows only international boundaries and the hydrography included on the 51-sheet map series at 1:500,000.

In 1939, the "Atlas Climatológico de México" was issued by the Dirección de Geografía y Meteorología. It is the most comprehensive set of climatic maps available for Mexico. The maps are at the scales of 1:6,500,000 and 1:20,000,000.

The Dirección de Geografía y Meteorología has issued two maps on vegetation, Carta Forestal del Estado de Hidalgo at 1:600,000, and Carta de Simorifias Vegetales at 1:10,000,000 in 1942. The Dirección Forestal y de Caza has prepared Carta de Regiones Forestales de México.

Geologic maps at various scales for several states were issued in 1924 by the Instituto Geológico, Geofísico y Geodésico. The Instituto also published Carta de la República de México at 1:5,000,000 in 1942. In cooperation with the United States Geological Survey, the same agency prepared a geologic map of Mexico north of 20°N at 1:1,000,000, which was printed in 1947. A number of detailed geologic maps of scattered small areas have also been produced, some of which are included in geologic reports.

b. Transportation.

Few general transportation maps have been produced in Mexico. The Oficina de Cartografía y Modelado of the Secretaría de Communicaciones y Obras Públicas published a general transportation map of Mexico at 1:2,000,000 in 1945, and one of the central part of the country at 1:500,000 in 1944. A private cartographer, Roberto Herrera, prepared Mapa de Carreteras y Ferrocarriles de México, 1947-48.

The Asociación Nacional Automovilística has published a road map of central Mexico. The Asociación also publishes the Anuario Turístico, which includes general and strip maps, profiles of major routes, and partial city plans. The Asociación Mexicana Automovilística, in cooperation with the Goodrich-Euzkadi Tire Company has issued a series of 41 schematic maps titled Caminos de México, and a general road map was scheduled for publication in late 1948.

Several other private organizations have also issued road maps. The Compañía de Petróleos Mexicanos published Caminos de México and General Motors de México a Mapa de Carreteras de México at a scale of approximately 1:6,000,000. Roberto Herrera published Mapa de los Caminos del Estado de Jalisco in 1947 and revised edition in 1948.

The only recent railroad maps of Mexico made by official agencies are the Carta Acotada de los Ferrocarriles de Concesión Federal Construidos hasta 1946 at 1:3,000,000, published by the Departamento de Ferrocarriles en Explotación and the Carta General de los Ferrocarriles de la República Mexicana at 1:3,000,000, issued by the Oficina de Cartografía y Modelado. Both were published in 1947.

c. Economic Maps.

The Departamento Agraria has prepared a set of state maps entitled Distribución de las Tierras de Labor en la Propiedad Rústico Censada en 1940, por Distritos Economico-Agricolas. The maps are at a small scale and the data are generalized.

The Departamento Agraria also published a series of maps of public lands at 1:20,000 for the Federal District, at 1:30,000 for Tlaxcala, and at 1:50,000 for Morelos, Querétaro, Aguascalientes, and the henequen zone of Yucatán.

The Secretaría de Recursos Hidráulicos has studied and mapped soils and land utilization in areas irrigated and to be irrigated. In all cases, the areas mapped are small.

The distribution of mineral resources has been shown on maps issued by several official agencies. The Dirección de Geografía y Meteorología published Carta Estadística Minera de la República de México at 1:3,000,000 in the 1930's, and Mapa Mineral de la República de México was prepared by the Comisión de Fomento Minero in 1947. The Banco de México published a number of maps of mineral resources in various issues of "Minería y Riqueza Minera de México." Oil-bearing areas of Mexico are shown on several maps prepared by the Compañía de Petróleos Mexicanos.

A variety of economic maps are included in the atlas, "México en Cifras", issued in 1934 by the Dirección General de Estadística. The maps, which are based on the 1934 census, are at scales ranging from 1:10,000,000 to 1:25,000,000. A new edition of the atlas based on the 1940 census is almost ready for publication, but maps will still be at small scales. Among the subjects covered by the atlas are agricultural holdings, the distribution of various crops, industries, minerals and vegetation.

d. Town Plans.

Plans of cities and towns other than the Federal District are difficult to obtain. In most cases, municipal offices have only manuscript drawings, many of which are not up to date.

Plans of Mexico City at 1:25,000,1:10,000, and larger scales are issued annually by the Dirección de Catastro del Distrito Federal. Plans at 1:10,000 and 1:22,000 by Guía Roji are clearer, are issued more frequently, and are provided with an index of street names. Several power companies have produced city plans that include transmission lines. Maps of property in Guadalajara and vicinity are being prepared, at present, by the Instituto Geográfico.

e. Port Plans.

Only four hydrographic charts, all on ports, have been made in Mexico during the last 25 years. A predecessor of the Dirección de Geografía y Meteorología printed charts of the ports of Tampico at 1:20,000 in 1923, of Veracruz at 1:25,000 in 1927, of Puerto Alvarado at 1:15,000 in 1931, and of Puerto México (now Coatzocoalcos) at 1:10,000 in 1934. The Hydrographic Office of the Mexican Navy does not yet publish its own charts, and all charts in use are those of the US Navy Hydrographic Office.

f. Political Maps.

The most recent political map, produced by the Dirección General de Estadística in 1946, is División Municipal de las Entidades Federativas at 1:2,000,000. The Carta General de la República de México at 1:8,360,000 was published in 1945 by the Dirección de Geografía y Meteorología. The "Atlas Geográfico de los Estados Unidos Mexicanos," 1943, was issued with separate overlays showing the minor political divisions of each state.

II. THE PROJECTED DANUBE-TISA-DANUBE CANAL

1. Description.

For the past two and one-half years, one of the most propagandized projects of the Yugoslav Five Year Plan has been the Danube-Tisa-Danube (DTD) Canal. The Yugoslavs claim that when completed (1956), the canal will be approximately 155 miles long, 10 to 18 feet deep, and will have an average width of 200 feet. The canal was designed primarily to improve water transportation, but it will also aid in the development of drainage, irrigation, and hydroelectric power. It will be shorter than the all-Danube water route and will be instrumental in the reclamation of a large area of fertile land in the Vojvodina, the richest grain-producing area in Yugoslavia. Although the Yugoslav press has published many articles on the progress and potentialities of the canal, little has been said about the course it would follow and the cities it would serve.

To date, the best indication of the projected course of the canal is given in an article in the Yugoslav Fortnightly (Reference 1). Although the description is highly generalized and the map sketchy and drawn to a very small scale (1:3,000,000), the article supplies enough information to justify a prediction as to the probable course of the canal. The only other available map (Reference 2) that shows the projected course is incorrect in its delineation of the middle third of the DTD.

The course of the DTD Canal through the Bačka is accurately known, since it will follow the old Canal Kralja Petra I (now called the Veliki Canal) from Batina on the Danube to Bečej (Stari Bečej) or a point near it on the Tisa (see accompaning map -- CIA 11489). It is not known, however, whether the old canal will be deepened and widened or whether a new waterway will be dug parallel to it.

The course of the eastern half of the canal through the Banat is more a matter of conjecture. The sketch map in the Yugoslav Fornightly shows the DTD Canal as crossing the Tisa south of Bečej and proceeding southeast toward Zrenjanin (Petrovgrad; Veliki Bečkerek). A study of large-scale maps, however, indicates that the canal will probably follow the Tisa from Bečej to a point south of Zrenjanin, whence it will turn eastward to a junction with the Brzava Canal at Botoš. Presumably it will follow the Brzava Canal into the Vršački Canal, and continue along the Vršački Canal to Vlajkovac (about five miles southwest of Vršac) and then along the upper course of the Boruga River to Potporanj. Beyond this point, it will probably follow the course of the Karaš River to Banatska Palanka on the Danube.

2. Estimated Potentialities of the Danube-Tisa-Danube Canal.

a. Navigation.

The DTD Canal will be a distinct aid to local transportation since it will provide an easy and cheap route across the Vojvodina. Not only will it by-pass a particularly bad stretch of the Danube, but it will also be some 55 miles shorter than the all-Danube route between Batina and Banatska Palanka.

b. Hydroelectric Power.

Yugoslavia also expects to develop enough hydroelectric power from the DTD Canal to contribute materially to the development of industries in the areas through which it will run. The gradient of the canal, however, will be but 18 inches a mile in the Bačka, the area where proposed power plants are to be located. Consequently, the amount of power that could be generated would be sufficient only for local electric lighting systems or at best to run drainage pumps.

c. Land Reclamation.

The claim that the completion of the canal will result in the reclamation of 500,000 hectares of fertile land is also highly exaggerated. Half a million hectares or 1,900 square miles is equal to the land area of the state of Delaware, and is about three times the size of the largest reclamation project in the United States -- the Imperial Valley. Furthermore, the Yugoslav Statistički Godišnjak, 1940, indicates that there are only 250,000 hectares of land in the entire Vojvodina that are reclaimable.

3. Prospects for Completion.

The possibility that the DTD Canal will be completed by the end of the second Five Year Plan (1956) is slight. Assuming that the minimum depth of the canal will be 10 feet rather than 20 feet (as is often stated) or 65 feet (the impossible figure given in the Fortnightly Revue and some intelligence reports), it is estimated that it would require 50,000 men and all of the mechanical diggers in Yugoslavia to finish the excavation alone before the deadline. In addition, thousands more men and machines would be needed to perform such jobs as removing the dirt and building the locks. Since Yugoslavia is engaged in a number of large-scale construction projects, it is doubtful if any men or machines are at present available for work on the canal.

REFERENCES

1. Yugoslav Fortnightly, Vol. 1, No. 7, 1 july 1949.

2 Federativna Narodna Republika Jugoslavija, 1:1,500,000, Drzhavna Zalozhba Slovenije, 1948.

III BRIEF NOTICES

1. Creation of the Departmento de San Juan, Nicaragua.

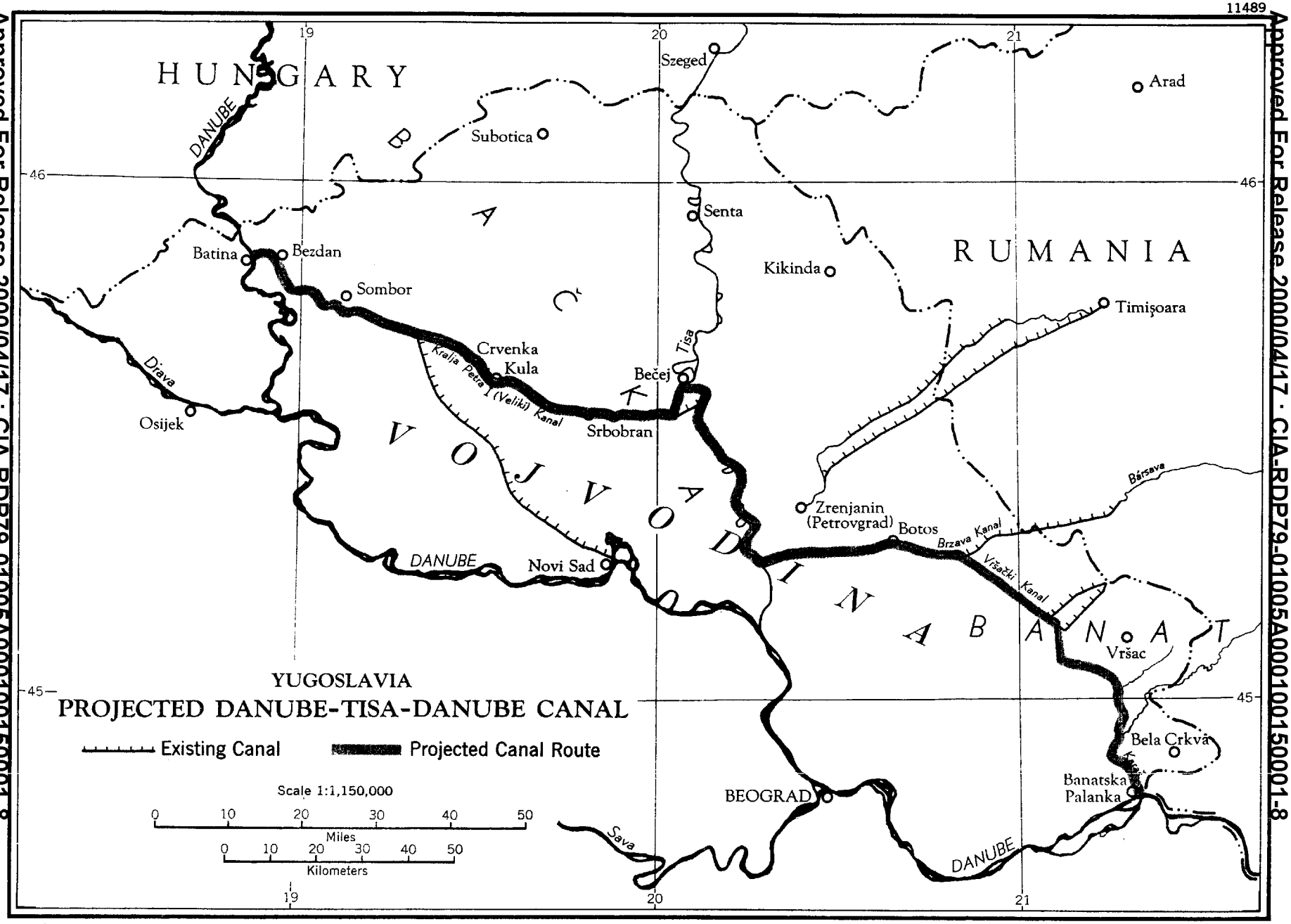
The Congress of Nicaragua created the new Departamento de Río San Juan on July 13, 1949. This action became effective with its publication as Decreto No. 131 in La Gaceta, No. 159, 25 July 1949. The new departamento comprises what were formerly the southern parts of the departamentos of Chonteles and Zelaya, plus the entire area of the former Comarca de San Juan del Norte, which thus ceases to exist as a separate entity.

The new departamento boundary follows the Río Oyate from its mouth to its source. Thence the boundary continues in a straight line due east until it intersects the Chonteles-Zelaya departamento boundary. From this point, the new boundary proceeds southeasterly in a straight line to an indefinite point described as the tributaries (afluentes) of the Río Indio. A boundary is usually delimited on the basis of specific points, but the text of Decreto No. 131 specifically gives the termination of this particular section as "las afluentes del río Indio." These tributaries are unsurveyed. Below the afluentes the Río Indio forms the boundary to the Atlantic Ocean. The southern boundary of the Departamento de Río San Juan follows the demarcated Nicaraguan-Costa Rican boundary from the Atlantic coast inland to the Río Pizote, thence continues northeasterly along this river until it empties into Lake Nicaragua.

Islands in Lake Nicaragua east of the axis between the mouths of the Pizote and Oyate rivers are included in the new departamento. Among these islands are the Islas de Solentinames and the Isla de San Bernardo.

2. "Stalin" as Place Name in the Satellites.

In December 1949, Vienna newspapers announced under the date lines of Bratislava, 10 December, and, of Sofiya, 16 December,



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that the names of highest mountains in Czechoslovakia and leading sea port of Bulgaria had been changed. Mount Gerlach in the Vysoké Tatry (High Tatras) of Czechoslovakia has become Mount J.V. Stalin, and Varna on the Black Sea was renamed Stalin.

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